

Questions & Answer III
To
Solicitation Number DAMT01-03-R-0049

1. Question: During the Preproposal Conference it was indicated that a correction would be made to remove a disparity between the Mileage/Zone Chart at C.2.8 and the Transit Time Chart at C.4.2.3 in the PWS. Specifically the former shows mileage breaks between zone 3 (151-300 miles) and 4 (301-600 miles) differently than the one for the transit days of 2 (151-500) and 3 (501-1000). This could result in zone 4 having two different transit times. Will that correction be made and what is the correct Zone/Transit Time distances?

Answer: The contract will be amended to display a revised chart for the C.4.2.3 Transit Times chart.

2. Question: Paragraph C4.2.5 Performance Objective--Delivery Attempts This reference indicates that a minimum of three delivery attempts must be made and at no additional charge and after the third attempt the shipment will be returned to the Consignor at no additional charge. When would the assessorial of \$5.00 per package redelivery identified in Appendix E be applicable?

Answer: The accessorial Redelivery and the \$5.00 charge will be deleted from the solicitation through an amendment.

3. Question: Appendix D--Estimated Tonnage Oct 01-Sep 02 lists shipments from Susquehanna Pa at 3,681,335. Totaling the shipment count for this origin point in the new schedule B-1 only results in 1,938,054. Which is correct? All other shipment counts for the other two regions match between these two documents.

Answer: The correct tonnage and weight to the Appendix D chart will be posted as an amendment to the solicitation.

4. Question: C 1.3.1/1.3.4/1.5-Lanaguage makes reference to Attachments II and IV. Are you referring to Appendices? If so, which one for each section mentioned above?

Answer: The contract will be revised to show the appropriate Appendices.

5. Question: C.2.1 - Item 3-Please define split-delivery; FedEx Ground will deliver to the address that appears on the package. This is commercial practice.

Answer: The contract will be amended to remove "split delivery".

6. Question: C 4.2.5-Item 3, commercial practice in the small parcel industry does not allow for the holding or staging of shipments. Shipments are either accepted or refused, if shipments are refused, the date, time, and individual that refused the shipment are notated in the tracking system. If refused, the shipment will be returned to the shipper at no additional charge. Request the language be amended to accommodate industry practice.

Answer: Delivery Attempt: The contract language will be revised to state the shipment will be returned to the shipper at no additional charge.

7. Question: C 4.2.6-See comments for 4.2.5

Answer: Delivery Attempt: The contract language will be revised to state the shipment will be returned to the shipper at no additional charge.

8. Question: C 4.12-Cargo Liability, commercial practice limits carriers to \$100; request language is amended to accommodate.

Answer: The contract will be amended to accommodate Cargo Liability at \$100.

9. Question: C 4.12.1-Item 1, see comments for C 4.12

Answer: The contract will be amended to accommodate the cargo liability at \$100.

10. Question: C 4.5.2-Notification of Astray Freight, Emergency situations etc. It is not commercial practice in the small parcel industry to notify shippers regarding astray freight, non-emergency, secure holding, transit delays, or accidents of general nature. Request the solicitation be amended to remove those items found in the chart on page 56.

Answer: The telephone numbers annotated herein are for emergency and information purposes. The contractor shall report astray freight or emergency notification to the listed telephone numbers. The words "delay in transit" will be removed and the four lines referencing radioactive material. The list of telephone numbers will remain in the contract.

11. Question: C 4.6.2-Oral Status Reports-depending on circumstances, it may not be possible 100% of the time to provide status reports within 1 hour of inquiry. Request the solicitation be amended to include verbiage "or as soon as reasonably possible, depending on circumstances".

Answer: The contract language will be amended to include the words "...or provide the shipper with the time when the shipment status information will be available."

12. Question: Page 73 item 9. FedEx commercial practice is to provide data on FedEx.net where customers pull data down from this source. What is JECPO DEBX role as it relates to the carrier providing the required GTN feeds?

Answer: The term “JEPCO” will be deleted since this is an organizational reference that is no longer being used. The use of the term DEBX here refers to the software DAASC uses for processing EDI.

13. Question: Paragraph C.4.2.2 sub. 2-small package carriers do not offer Saturday, Sunday, or holiday delivery. Ordering officer cannot order services that are not available.

Answer: The contract will be amended to remove this wording.

14. Question: Page 73 paragraph 2-request that “or requisition number” be removed from the contract requirements. Carriers are responsible for reporting Transportation Control Number (TCN).

Answer: The contract will be amended to remove this wording.

15. Question: Page 73 paragraph 9-please advise what JECPO DEBX means. We are not familiar with that term. We provide GTN data to FedEx Net and DAAS pulls information from there.

Answer: JEPCO is the “Joint Electronic Commerce Program Office”, DEBEX, “Defense Electronic Defense Business Exchange”, is the DoD Electronic Data Interchange (EDI) hub for all of DOD. DEBEX provides translation, routing and archive services for EDI transactions that are sent between two or more Government systems or between Government systems and their commercial trading partners.

16. Question: Page 56 C 4.5.2 Emergency Notification-Radioactive materials are excluded from this contract, request that “radioactive materials” be removed from the chart that appears at the bottom of page 56.

Answer: Refer to question #10.

17. Question: C 1.3.1-Pick up service requirements is to be provided until close of business. Operating hours of some depots e.g. DDSP is until midnight. Is that considered close of business? Due to cut off times to move freight, this is not practical, what consideration will be given for these circumstances at above mentioned and other depots as applicable.

Answer: DDSP is open until midnight; system close out occurs at 9 p.m. each evening, which is the contractor pick-up time.

18. Question: C 1.3.1/1.3.4/1.5-Lanaguage makes reference to Attachments II and IV. Are you referring to Appendices? If so, which one for each section mentioned above?

Answer: Refer to question #4

19. Question: C.1.6-Guaranteed Service Refund, does this mean that there is no automatic refund for service failures, or is the option for money back guarantee being waived altogether under this solicitation?

Answer: Guaranteed service refund is not applicable to this contract.

20. Question: C.2.1-When determining combined length and girth of a package (item2); will you accept each carrier's definition? In other words, FedEx Ground determines combined length and girth by the following formula: Length + Width (2) + Height (2). The Length is determined to be the longest measurement e.g. if a package measures 20 x 10 x 5, the determined combined length and girth is said to be 50.

Answer: The definition for determining length or length and girth in C.2.1 will be used in the DLA SSP contract.

21. Question: Item 3-Please define split-delivery; FedEx Ground will deliver to the address that appears on the package. This is commercial practice.

Answer: The contract will be amended to remove split delivery.

22. Question: C.2.2-Exclusions item 31 refers to the TTC for FAK shipments, is this the LTL contract? If so, what is the determining factor if a shipment falls under the 150-pound requirement of this contract? Which contract takes precedence?

Answer: This refers to the LTL portion of the TTC-FAK contracts, as TL is not applicable to SSP. Each contract has its own separate estimated quantities; neither contract takes precedence over the other.

23. Question: C 2.3-Equipment pool-please clarify. Do you expect carrier to establish a pool of trailers at individual depots upon request, or does this refer to spotted/dropped trailer arrangements for loading purposes?

Answer: The mention of "equipment pool" refers to the spotted/dropped trailers for loading purposes.

24. Question: C 2.7-Top of page 51 refers to the handling of Hazardous Material shipments, how does this fall under C 2.7? A Hazardous Material Certification is required with proposal submission, what exactly is this certification? Is it a Federal Form?

Answer: The contractor must be certified by DOT and the FCRP to move hazardous material. For more information on the DOT certification call 202-366-4109.

25. Question: C 2.9-Fuel Surcharge Policy, does this mean that carriers are permitted a fuel surcharge under their commercial practice, or does this section indicate there will be no fuel surcharge allowed?

Answer: There will be no fuel surcharge allowed in the DLA SSP contract.

26. Question: C 2.10-Requirements for DDJC, since labor is being requested on site, are carriers allowed to submit the cost for this labor in their proposals?

Answer: Contractors must include the labor in their rates.

27. Question: C 4.2.5-Item 3, commercial practice in the small parcel industry does not allow for the holding or staging of shipments. Shipments are either accepted or refused, if shipments are refused, the date, time, and individual that refused the shipment are notated in the tracking system. If refused, the shipment will be returned to the shipper at no additional charge. Request the language be amended to accommodate industry practice.

Answer: Delivery Attempt: Refer to question #6

28. Question: C 4.2.6-See comments for 4.2.5

Answer: Delivery Attempt: Refer to question #7

29. Question: C 4.5.1-Item 7 See comments for Sections C 4.2.5 and 4.2.6. This section also references using Microsoft Excel for Windows version 8, are other versions acceptable such as version 9, which is the latest release?

Answer: MTMC will accept version 9.

30. Question: C 4.6.5-Item 3d, is the government requesting 214 feeds to PowerTrack? This section also makes reference to US TRANSCOM or its component commands, is this referring to the GTN feed, or are the carriers being requested to provide delivery and or shipment status reports to multiple requestors?

Answer: We are not specifying the format for PowerTrack. See C.4.6.4 for the GTN requirements.

31. Question: C 4.10-refers to services performed billing billed through PowerTrack. The current DLA mandate is Ebill for surface small parcel carriers. Depots receive a paper invoice, and then input the information at the invoice level in PowerTrack for payment. Request language is amended to reflect current practice.

Answer: DOD personnel to pay transportation bills via PowerTrack; PowerTrack personnel are trained in the appropriate procedures to effect payment.

32. Question: C 4.12-Cargo Liability, commercial practice limits carriers to \$100; request language is amended to accommodate.

Answer: Refer to question #8

33. Question: C 4.12.1-Item 1, see comments for C 4.12

Answer: Refer to question #9

34. Question: C 4.13-Weekly Service Charge, commercial practice allows for a weekly service charge, request language is amended to accommodate and allow carriers to charge as they do commercially.

Answer: Under this contract, there will be daily pick-ups at DLA depots; no additional weekly service charge will be available in this contract.

35. Question: C 4.5.2-Notification of Astray Freight, Emergency situations etc. It is not commercial practice in the small parcel industry to notify shippers regarding astray freight, non-emergency, secure holding, transit delays, or accidents of general nature. Request the solicitation be amended to remove those items found in the chart on page 56.

Answer: Refer to questions #10 and #16

36. Question: C 4.6.2-Oral Status Reports-depending on circumstances, it may not be possible 100% of the time to provide status reports within 1 hour of inquiry. Request the solicitation be amended to include verbiage “or as soon as reasonably possible, depending on circumstances”.

Answer: Refer to question #11

37. Question: C 4.8-Paragraph 2 references using Tenders on file in case of a surge or contingency. Does this contract not supercede and cancel all Tenders on file for small parcel ground shipments? Please clarify.

Answer: If a requirement exceeds the capability of the awarded contractors, the government reserves the right to use voluntary tenders on file; no voluntary tenders will be cancelled.

38. Question: C 4.11-Item 1 addresses the allowance of an oversize charge. Carriers have additional oversize charges for packages measuring the same dimensions as described in item 1 yet weighing less than 50 pounds. Request solicitation is amended for inclusion of these charges per individual carrier’s service guide.

Answer: Oversize shipments in excess of 30 pounds will not move under this solicitation. There will be no oversize accessorial in the contract.

39. Question: C 1.3.1-Pick up service requirements is to be provided until close of business. Operating hours of some depots e.g. DDSP is until midnight. Is that considered close of business? Due to cut off times to move freight, this is not practical, what consideration will be given for these circumstances at above mentioned and other depots as applicable.

Answer: The awarded contractor(s) will meet with the TO at origin to determine shipment pick-up time IAW operating hours at APPENDIX B. Depot pick-up times are identified at APPENDIX B.

40. Question: C.2.3.1 – Contractor Furnished Equipment: Request clarification that equipment may be located off-site from the depot, if carrier chooses to complete the processing themselves, rather than train depot staff to process using contractor furnished equipment. This arrangement exists today with some depot locations and we would like clarification that this arrangement would be acceptable under the terms of this solicitation.

Answer: If no internal interface exists with the DLA contractor furnished equipment can be located off depot if carrier chooses to complete the processing themselves. Manifest must be returned to depot daily after completion of processing and tracking must be available at on-line web site.